



**Swedavia  
Airports**

# **Airport Charges**

## **Airport Charges for Swedavia AB**

Valid for aircraft with an authorised MTOW exceeding 5,700 kg from 1 April 2016. *Revised 19 May.*

Appendix 1 to Conditions of Services, Swedavia AB.

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# 1 General

## 1.1 Validity

Charges according to this price list are valid as of 1 April 2016.

## 1.2 Charges

This price list includes the applicable charges at Swedavia's 10 airports for aircraft with an authorised MTOW, in the aircraft's certificate of airworthiness or noise certificate, exceeding 5,700 kg:

- Aircraft related charges
  - Take-Off Charge, passenger flights and other flights
  - Emission Charge
  - Noise Charge
  - Terminal Navigation Charge (TNC)
  - Aircraft Parking Charge
- Passenger Charge
- Assistance Service Charge (PRM Charge)
- Ground Handling Infrastructure Charges
  - Passenger Handling Infrastructure Charge
  - Ramp Handling Infrastructure Charge
  - Glycol Handling Charge
  - Fuel Handling Infrastructure Charge
- Security Charge
- Slot Coordination Charge

MTOW = Maximum take-off weight for the aircraft measured in tonnes.

See the reference document: Appendix 3, Description of Airport Charges Swedavia AB 2016, for further information.

## 1.3 Conditions of Services

Swedavias Conditions of Services are the terms and conditions under which Airport users use our Services at the Airport. If an Airport user uses our Services in any way (including taking off and landing) the Airport user agrees to be bound by these Conditions. This document can be found here:

<https://www.swedavia.com/aviation-business/conditions-of-services-and-charges/>

## 1.4 Exemptions

Whenever called for, in consideration of international practice and subject to reciprocity, Swedavia AB may grant exemption from any of the charges under these regulations for foreign State aircraft and military aircraft. Reciprocity shall be deemed to be met if nothing to the contrary is known. If there are questions, please contact [aviationbusiness@swedavia.se](mailto:aviationbusiness@swedavia.se).

Charges shall normally not be levied on foreign State aircraft used for the missions of foreign heads of state, members of Government or similar official occasions.

## 2 Aircraft related charges

### 2.1 Take-Off Charge

A Take-Off Charge is levied for each aircraft take-off at an airport. The Take-Off Charge is based on the authorised MTOW in the aircraft's certificate of airworthiness or noise certificate rounded to the nearest 1,000 kg. The Take-Off Charge for each airport is calculated based on the following tables and examples.

#### Take-Off Charge for passenger flights

Airport	Weight MTOW	Take-Off Charge (SEK)		Minimum charge SEK/ take-off
		Fixed charge	+ Charge per tonne	
Stockholm Arlanda	0 – 25 tonnes		10	250
	25 – 100 tonnes	250	+ 20 (over 25 tonnes)	
	100 – 175 tonnes	1,750	+ 15 (over 100 tonnes)	
	over 175 tonnes	2,875		
Bromma Stockholm	0 – 25 tonnes		15	250
	25 – 100 tonnes	375	+ 35 (over 25 tonnes)	
	100 – 175 tonnes	3,000	+ 25 (over 100 tonnes)	
	over 175 tonnes	4,875		
Göteborg Landvetter	0 – 25 tonnes		10	250
	25 – 100 tonnes	250	+ 22 (over 25 tonnes)	
	100 – 175 tonnes	1,900	+ 15 (over 100 tonnes)	
	over 175 tonnes	3,025		
Malmö	0 – 25 tonnes		15	250
	25 – 100 tonnes	375	+ 35 (over 25 tonnes)	
	100 – 175 tonnes	3,000	+ 25 (over 100 tonnes)	
	over 175 tonnes	4,875		
Kiruna Luleå Ronneby Umeå Visby Åre Östersund	0 – 25 tonnes		20	250
	25 – 100 tonnes	500	+ 50 (over 25 tonnes)	
	100 – 175 tonnes	4,250	+ 30 (over 100 tonnes)	
	over 175 tonnes	6,500		

## Take-Off Charge for other flights

Airport	Weight MTOW	Take-Off Charge (SEK)			Minimum charge SEK/ take-off
		Fixed charge	+	Charge per tonne	
Stockholm Arlanda	0 – 25 tonnes			10	250
	25 – 175 tonnes	250	+	35 (over 25 tonnes)	
	over 175 tonnes	5,500			
Bromma Stockholm	0 – 25 tonnes			20	250
	25 – 175 tonnes	500	+	50 (over 25 tonnes)	
	over 175 tonnes	8,000			
Göteborg Landvetter	0 – 25 tonnes			15	250
	25 – 175 tonnes	375	+	40 (over 25 tonnes)	
	over 175 tonnes	6,375			
Malmö	0 – 25 tonnes			20	250
	25 – 175 tonnes	500	+	50 (over 25 tonnes)	
	over 175 tonnes	8,000			
Kiruna Luleå Ronneby Umeå Visby Åre Östersund	0 – 25 tonnes			20	250
	25 – 175 tonnes	500	+	55 (over 25 tonnes)	
	over 175 tonnes	8,750			

### 2.1.1 Charges outside official operating hours

The charges described in 2.1–2.5 are valid for the airports' official operating hours. For landing and take-off before and after official operating hours for aircraft with an MTOW above 5,700 kg, the following charges apply in addition to the normal Take-Off Charges:

Time after closing or before opening	MTOW	Summer (15 April until 14 October)	Winter (15 October until 14 April)
Price per 30 minute period begun	5,7–27 tonnes	SEK 2,062	SEK 2,462
Price per 30 minute period begun	over 27 tonnes	SEK 2,462	SEK 2,862

For further information about Swedavia's official operating hours, please read AIP-Sweden/AD2 (at <https://aro.lfv.se/Editorial/View/IAIP>). Bromma Stockholm Airport is not available outside official operating hours.

## 2.1.2 Exemptions from and reductions of Take-Off Charge

Subject to the provisions below, exemptions from or reductions of the Take-Off Charge (technical return excluded) may only be granted if notice has been given in advance to the appropriate air traffic services unit. When no air traffic services unit is available, notice must be given in advance to the local representative of Swedavia AB, provided that the intended take-off does not interfere with other aircraft.

Reductions specified below can not be combined.

If the airport capacity or service level is reduced due to weather or flight safety conditions, no charges are reduced or refunded.

The minimum charge as specified in 2.1 also applies to reduced Take-Off Charges according to below (not applicable for rebates in Swedavia's Incentive Program).

Exemptions from the Take-Off Charge:

- aircraft engaged in test flights arranged by the Swedish Transport Agency for the purpose of establishing the airworthiness of an aircraft
- aircraft operating flights on behalf of ambulance or search and rescue flights authorised by a competent SAR body
- take-off after turning back to the airport of departure due to technical or weather conditions (also applies to Emission, Noise and TNC charges).

A 50% reduction of the Take-Off Charge is granted for:

- school flights (except for take-off at Stockholm Arlanda, Bromma Stockholm and Göteborg Landvetter Airports).
- training flights arranged by commercial airline operators for the purpose of training aircraft crew members, provided that no cargo or paying passengers are carried.
- technical test flights arranged by commercial airline operators, provided that no cargo or paying passengers are carried.
- helicopters (except for take-off at Stockholm Arlanda, Bromma Stockholm and Göteborg Landvetter airports).

A 25% reduction of the Take-Off Charge is granted for:

- aircraft operating a round-trip sightseeing flight, at the same airport, if the MTOW authorised in the certificate of airworthiness or noise certificate exceeds 2,000 kg (except for take-off at Bromma Stockholm Airport).

## 2.2 Emission Charge

The Emission Charge follows the standard LTO cycle and is based on certified emission values of NOx in the LTO cycle in accordance with ICAO Annex 16, Volume II. The absolute amount of NOx in the LTO cycle is calculated based on the average measured values for all LTO modes of the individual engine<sup>1)</sup>.

An adjustment to actual conditions is made for taxi times in ICAO's LTO cycle (instead of the standard time of 26 minutes) according to the table below. Other standard ICAO LTO cycle times are applied without adjustments at all airports: Approach 4 min, Take-Off 0.7 min and Climb 2.2 min.

### Taxi times applied at each airport

Airport	Min
Stockholm Arlanda	15:00
Bromma Stockholm	12:10
Göteborg Landvetter	09:50
Malmö	13:00
Luleå	11:30
Umeå	10:00
Kiruna	10:20
Åre Östersund	08:30
Visby	07:10
Ronneby	06:10

LTO cycle modes: approach, taxi, take-off and climb

NOx aircraft per mode = Number of Engines x (60 x fuel flow x mode time x NOx index divided by 1,000)  
(in kg NOx)

Emission Charge = SEK 50 \* NOx (for the sum of all 4 modes)

If there is no information available about engine type and/or emissions, charges are calculated based on the highest NOx values for the specific type of aircraft.

## 2.3 Noise Charge

The Noise Charge is calculated based on the aircraft's certificated noise level in accordance with ICAO Annex 16 Volume I, Chapter 3 or Chapter 4. The Noise Charge for a non-certificated aircraft is calculated based on ICAO Annex 16 Volume I, Chapter 3 or Chapter 4, and FAR Part 36 Stage 3.

If the user of an aircraft is unable to show a certified noise level according to these regulations, the Noise Charge is calculated based on the highest noise level for the specific type of aircraft. If the category of a particular aircraft is undetermined, as stated in ICAO Annex 16 and FAR Part 36 Stage 3, the owner/operator is obliged to supply Swedavia AB with the required information about the aircraft.

The Noise charge is applied to aircraft with an MTOW exceeding 9 tonnes and calculated according to the following formula:

<sup>1)</sup>See ICAO's Aircraft Engine Emission Databank

$$\text{Noise units} = (10^{[(L_a - T_a)/10]} + 10^{[(L_d - T_d)/10]})$$

where

$L_a$  = Certified approach noise level of the individual aircraft

$T_a$  = Noise threshold at approach = 89 EPNdB

$L_d$  = Certified departure noise level (average of the sideline and take-off levels) of the individual aircraft

$T_d$  = Noise threshold at departure = 82 EPNdB

If  $(L_a - T_a)$  or  $(L_d - T_d)$  is zero or negative, the corresponding approach or departure factor is zero.

Noise Charge = Unit noise rate \* noise units

The minimum charge is the charge for one (1) noise unit. The maximum charge is the charge for twenty (20) noise units.

The unit noise rates are different for different airports, according to the table below.

Charge Class	Airport	Unit noise rate (SEK)	Maximum charge (SEK), 20* unit noise rate
1	BMA	50	1000
2	ARN, GOT, UME	30	600
3	MMX, VBY	20	400
4	LLA, OSD, KRN, RNB	10	200

Example of calculation for Noise Charge:

#### Stockholm Arlanda Airport

Threshold at approach	89 EPNdB
Threshold at departure	82 EPNdB
Unit noise rate	SEK 30
Min charge	SEK 30
Max charge	SEK 600

#### Aircraft B 737-600

Noise threshold at approach	95,8 EPNdB
Noise threshold at departure (average of side line and take-off)	$(90,4 + 82,8) / 2 = 86,6$ EPNdB
Noise units $(10^{[(95,8-89)/10]} + 10^{[(86,6-82)/10]})$	= 7,67
Charge $30 \times 7,67$	= SEK 230



## 2.4 Terminal Navigation Charge (TNC)

### Stockholm Arlanda Airport

The TNC charge is administrated by the Swedish Transport Agency and levied by Eurocontrol, according to the common charging scheme for air navigation services in the European Union (EU 391/2013)<sup>2)</sup>, for all aircraft with an MTOW exceeding 2 tonnes.

The unit rate is 842,48 SEK for 2016.

*Note: TNC for Stockholm Arlanda is not part of the charging system for Swedavia's Airport Network.*

### Bromma Stockholm Airport and Göteborg Landvetter Airport

The TNC charge for Bromma Stockholm Airport and Göteborg Landvetter Airport are levied by Swedavia, according to the same formula as for the common charging scheme in the European Union (see TNC Stockholm Arlanda Airport above), for all aircraft with an MTOW exceeding 2 tonnes:

$$\text{TNC} = \text{unit rate} * (\text{MTOW}/50)^{0.7}$$

The following unit rates applies:

Bromma Stockholm 1250 SEK

Göteborg Landvetter 600 SEK

### All other airports

The TNC charge for all other airports are levied by Swedavia, for all aircraft exceeding 2 tonnes, based on the MTOW authorised in the certificate of airworthiness or noise certificate rounded to the nearest 1,000 kg.

Airport	Weight MTOW	Fixed charge (SEK)	+	Charge per tonne (SEK)
Malmö				
Kiruna	0 – 25 tonnes			10
Luleå				
Ronneby	25 – 100 tonnes	250	+	25 (over 25 tonnes)
Umeå	100 – 175 tonnes	2,125	+	20 (over 100 tonnes)
Visby				
Åre Östersund	over 175 tonnes	3,625		

<sup>2)</sup> Or any future amending legislation.

## 2.5 Aircraft Parking Charge

The Aircraft Parking Charge is based on the authorised MTOW in the aircraft's certificate of airworthiness of noise certificate rounded to the nearest 1,000 kg.

Airport	Parking area	Free parking applies	SEK per tonne and 24 hour period	Minimum charge
Stockholm Arlanda	All	2 hours <sup>4) 5)</sup>	16.00	100
Göteborg Landvetter	All	3 hours <sup>4)</sup>	16.00	100
Bromma Stockholm	All	2 hours <sup>4)</sup>	31.00 <sup>6)</sup>	281
Malmö	All	3 hours <sup>3)</sup>	16.00	155
Umeå				
Luleå	All	4 hours <sup>3)</sup>	15.50	155
Kiruna				
Åre Östersund				
Ronneby	All	4 hours <sup>3)</sup>	15.50	150
Visby				

<sup>3)</sup> Beginning at ATA (actual time of arrival) and ending at ATD (actual time of departure).

<sup>4)</sup> Beginning at block-on and ending at block-off.

<sup>5)</sup> 3 hours is applied for wide body all-cargo aircraft.

<sup>6)</sup> The Parking charge is SEK 281 + SEK 31 per additional 1,000 kg above 6,000 kg.

## 3 Passenger Charge

### 3.1 Passenger Charge

A Passenger Charge shall be paid for each departing passenger.

There is a reduction of the Passenger Charge for Transfer Passengers<sup>7)</sup> at the following airports: Stockholm Arlanda, Bromma Stockholm, Göteborg Landvetter and Malmö Airport.

The charges are according to the tables below.

#### Regular Passenger Charge

Airport	Domestic (SEK per passenger)	International (SEK per passenger)
Stockholm Arlanda	55	97
Bromma Stockholm	60	108
Göteborg Landvetter	48	69
Malmö	48	56
Luleå Umeå	49	71
Kiruna Ronneby Visby Åre Östersund	48	71

#### Passenger Charge for Transfer Passengers

Airport	Domestic Transfer (SEK per passenger)	International Transfer (SEK per passenger)
Stockholm Arlanda	33	58
Bromma Stockholm	36	65
Göteborg Landvetter	29	41
Malmö	29	34

At all other airports transfer passengers are levied according to the regular passenger charge above.

<sup>7)</sup> According to the Swedish Transport Agency definition: Passengers who, after a stopover within 24 hours, continue their journey in another aircraft with a different flight number. Please note that this does not apply to self-connecting passengers.

### 3.2 Exemptions from the Passenger Charge

Passenger Charge shall not be paid for:

- Passengers on a taxi flight or private flight
- Children under the age of two
- Transfer of crew members on an air carrier in conjunction with active duty.
- Transit passengers arriving at an airport by a commercial flight and continuing as scheduled on a flight with the same aircraft or flight number, without leaving the airport.
- Passengers departing with an aircraft after turning back to the airport of departure due to technical or weather disturbances.
- Aircraft operating flights on behalf of ambulance or search and rescue flights authorised by a competent SAR body.
- Passengers carried on round-trip sightseeing flights at the same airport.

## 4 Assistance Service Charge (PRM Charge)

An Assistance Service Charge or charge for passengers with reduced mobility (PRM Charge) is levied for passengers departing from Swedavia's airports.

The charge is levied according to EC No 1107/2006<sup>9)</sup>, the regulation concerning the rights of disabled persons and persons with reduced mobility when travelling by air. The PRM Charge is not collected for passengers exempted as specified in section 3.2.

Airport	SEK per passenger
Stockholm Arlanda	3.8
Bromma Stockholm	3.3
Göteborg Landvetter	4.2
Malmö	3.9
Luleå	2.4
Umeå	1.7
Kiruna	1.8
Åre Östersund	1.6
Visby	1.4
Ronneby	2.8

<sup>9)</sup> Or any future amending legislation.

## 5 Ground Handling Infrastructure Charges

### 5.1 Passenger Handling Infrastructure Charge

A Passenger Handling Infrastructure Charge is levied on ground handling companies (or self-handling airport users) and covers the cost of centralised infrastructure for passenger handling at the airport, such as the baggage system.

The charge is levied for departing passengers who are not exempted as specified in section 3.2.

Airport <sup>9)</sup>	SEK per passenger
Stockholm Arlanda	12.4
Göteborg Landvetter	12.0
Malmö	6.0
Bromma Stockholm	3.8

### 5.2 Ramp Handling Infrastructure Charge

A Ramp Handling Infrastructure Charge is levied on ground handling companies (or self-handling airport users) and covers the cost for centralized infrastructure for ramp handling, for example drinking water, toilet services and power supply (consumption power is not included) at the airport. The Ramp Handling Infrastructure Charge also includes infrastructure for glycol disposal.

The charge is levied for departures with aircraft that are not exempted from Take-Off charge as specified in chapter 2.1.2. The charge is based on the authorised MTOW in the aircraft's certificate of airworthiness of noise certificate rounded to the nearest 1,000 kg.

Airport <sup>10)</sup>	SEK per tonne
Stockholm Arlanda	8.1
Göteborg Landvetter	16.0
Malmö	9.1
Bromma Stockholm	7.2

<sup>9)</sup> For other Swedavia Airports Passenger Handling Infrastructure is included in the Passenger Charge.

<sup>10)</sup> For other Swedavia Airports Ramp Handling Infrastructure is included in the Take-Off Charge.

### 5.3 Glycol Handling Charge

A Glycol Handling Charge is levied on ground handling companies (or self-handling airport users) and covers the cost for the service of extraction and disposal of contaminated de-icing liquids at the airport.

The charge is levied on all aircraft that are de-iced.

Airport	SEK per litre of de-icing fluid used
Stockholm Arlanda	0
Göteborg Landvetter	8.7
Malmö	1.8
Bromma Stockholm	6.25

### 5.4. Fuel Handling Infrastructure Charge

A Fuel Handling Charge is levied on Aviation Fuel Suppliers (or self-handling airport users) and covers the costs for centralized infrastructure for fuel handling (fuel hydrant systems, fuel depots/tanks, tankers/ trailers etc.)

The charge is levied for the number of cubic metres of Aviation Fuel delivered to Airports Users.

Airport	SEK per cubic metre Fuel throughput
Stockholm Arlanda	13.39

Additional charges will occur towards external parties to cover the costs for access to and operation of connected fuel systems, depots and tanks. For Stockholm Arlanda, please contact AFAB (Arlanda Flygbränslehantering AB):

Bengt Westman, Managing Director  
bengt.westman@flygbranslehantering.se

### 5.5. Additional Ground Handling Services

A charge is levied on suppliers of additional Ground Handling Services (e.g. cleaning & catering), as a percentage of the turnover at each airport (less value added tax and sales outside the airport area), according to the table below:

Airport	Charge as percentage of turnover
Stockholm Arlanda	3%
Göteborg Landvetter	3%
Malmö	3%
Bromma Stockholm	3%

## 6 Security Charge

The Security charge is administrated and levied by the Swedish Transport Agency according to the (EC) No 300/2008 and the Swedish Act on Aviation Security (2004:1100). The charge is levied per departing passenger for aircraft exceeding 10 tonnes (transfer passengers exempted)<sup>1)</sup>.

The charge is SEK 37.

*Note: The Security Charge is not part of the charging system for Swedavia's Airport Network.*

<sup>1)</sup> For more information visit [transportstyrelsen.se](http://transportstyrelsen.se)



## 7 Slot Coordination Charge

A slot coordination charge is levied for each departure that requires the pre-allocation of a departure slot at Coordinated Airports (currently Stockholm Arlanda Airport and Bromma Stockholm Airport), and covers the costs for the slot allocation process (of both arrival and departure slots). Slot allocation is performed by Airport Coordination Sweden (ACS), which is an external non-profit organization.

Facilitated airports and other airports are not subject to the charge. Costs for ACS that arise at those airports are covered directly by the airports.

The Slot Coordination Charge is SEK 15.8 per departure. 50% of the charge, SEK 7.9, is levied by Swedavia on behalf of ACS, in order to cover the airlines share of the costs for the slot coordination of ACS. The other 50% is levied by Swedavia to cover Swedavia's share of the costs (these costs are deducted from the cost base for Swedavia's Airport Charges).

The charge applies to all departures where a Take-Off Charge is levied at Stockholm Arlanda Airport, and to all departures for Scheduled or Chartered flights (according to IATA definition of flight type) at Bromma Stockholm Airport, i.e. excluding General Aviation, Taxi Flights, School Flights, Military Flights and Aerial Work.

*Note: The Slot Coordination Charge is not part of the charging system for Swedavia's Airport Network.*

## 8 Incentive Programmes & Rebates

Swedavia AB offers traffic incentive programmes and provides discounts to promote traffic growth at its airports. The incentive programmes and discounts vary by airport. Complete information for each applicable program can be found on Swedavia's website, [www.swedavia.se](http://www.swedavia.se). Additional information can also be obtained by contacting [aviationbusiness@swedavia.se](mailto:aviationbusiness@swedavia.se).

## **CONTACT**

If you have any questions about the information in this document, please contact Swedavia AB, Aviation Business, +46 (0)10-10 90 000 or [aviationbusiness@swedavia.se](mailto:aviationbusiness@swedavia.se)

